

# Freight Mobility Strategic Investment Board

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## FMSIB BOARD MEMBERS

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# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD



## CALL FOR PROJECTS

### State of Washington Freight Mobility Strategic Investment Program

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets, which enhances trade opportunities. The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.

# Freight Mobility Strategic Investment Program

## Available Funding

FMSIB is issuing this call to maintain a list of active projects to replace the projects that have already received funding. All FMSIB funds are currently tied to an identified list approved by the legislature. The Board will continue to seek future funding from the legislature for all approved freight projects. Realistically, projects should be ready for construction no sooner than 2009, but if earlier funding opportunities become available the Board would advocate for advancing the projects on our list.

Projects must directly improve freight movement, not be a secondary beneficiary. Studies will not be considered at this time due to the large backlog of unmet freight construction needs. **Projects on the current FMSIB list do not need to apply again unless specifically requested by the Board.** Projects that are selected will be prioritized and added to the existing list.

Where the sponsor believes that the project will improve truck and/or rail movement, a letter from the rail line and/or local truck firms and the Washington Trucking Associations must accompany the application so the board may follow up with questions.

## Eligible Lead (Sponsor) Agencies

Cities, counties, ports, and WSDOT (facility can be county, city, port and/or state owned).

## Matching Requirements

Statutorily a 20% match is required, however the Board and the legislature have not approved a project with less than a 50% match in the last 3 rounds and scoring has favored projects with higher matches and projects with private funding involved (port funds are considered private under our statutes).

## Process

- Projects must be on the 2005 Strategic Freight Corridor. (Maps available on our website).
- Projects must be on a state and/or regional plan.
- Project scoring determines preliminary project candidates.
- Preliminary project candidates will participate in final project selection interviews
- The Board will determine what they believe is an appropriate dollar and percentage figure representing the direct benefit to freight.

## Call for Projects

- |                         |                 |
|-------------------------|-----------------|
| • Call for Projects     | January 3, 2006 |
| • Submittals Due        | March 3, 2006   |
| • Preliminary Selection | March 28, 2006  |
| • Project Interviews    | April 2006      |
| • Final List Adoption   | May 19, 2006    |

# Project Priority Criteria

## Evaluation Criteria

Initial project evaluation will be made on the following criteria.

<b>Freight Mobility for the Project Area</b>	<b>35 points</b>
Reduce truck, train, or rail car delays	25
Increase capacity for peak truck or train movement	10
<b>Freight Mobility for the Region, State and Nation</b>	<b>35 points</b>
Importance to regional freight system and regional economy	10
Importance to state freight system and state economy	10
Direct access to ports or international border	10
Provide a corridor/system solution	5
<b>General Mobility</b>	<b>25 points</b>
Reduce vehicular traffic delay	10
Reduce queuing and backups	7
Reduce delay from use of alternative railroad crossing	5
Address urban principal arterials	3
<b>Safety</b>	<b>20 points</b>
Reduce railroad crossing accidents	5
Reduce non-railroad crossing accidents	5
Provide emergency vehicle access	5
Close additional related railroad crossings	5
<b>Freight and Economic Value</b>	<b>15 points</b>
Benefit mainline rail operations	5
Access to key employment areas	5
Support faster freight train movements	5
<b>Environment</b>	<b>10 points</b>
Reduce emissions	5
Reduce train whistle noise in crossing vicinity	5
<b>Partnership</b>	<b>25 points</b>
Public sector/Private sector participation	20 max
Critical timing of partner investments	5
<b>Consistency with Regional and State Plans</b>	<b>5 points</b>
Address in regional and/or state-level transportation plan	5
<b>Cost</b>	<b>10 points</b>
Cost-effectiveness	7
Degree to which least-cost alternatives are considered	3
<b>Special Issues</b>	<b>8 points</b>
Address special or unique circumstances	8